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LOANS

From page two
won't have this without a 50-mile limit."

He also accused the Government of "subversion" to the EEC on the limits issue. Unless there was an immediate change of attitude and immediate action by the Government, the future was bleak indeed, he said.

Our Irish correspondent understands that re-possession applications have already been granted to Bord Iascaigh Mhara in the High Court against six trawler owners who were unable to meet large loan repayments on trawlers. An agreement to fish on has, however, been understood to have been made in four of the six cases.

Some of the worst problems, says our correspondent, are to be found among skippers who bought under loans arranged abroad by the board and now find varying money values adding to their troubles.

Nor have either the Government or the board agreed to any reduction in the rate of interest to a level where fishermen feel they could meet the repayments. It is understood that fishermen want interest reduced to 3 per cent, but this is not agreeable to the board or the Government.

A skipper who admitted to

disputes with the board about repayments said: "In spite of all the problems, they are encouraging people to buy boats. This is to justify the boatbuilding levels chosen by the board. But boats are being built just 'on spec' at the moment."

"That speculative aspect being kept going to try to avoid unemployment in the yards and to distort the picture of the fishing industry."

Mr. Murrin has asked 21 boat owners who have little behind in their payments to come forward and give details of their situation, so that the IFO can see what action can be taken.

"We especially want to hear from fishermen who are in that position through no fault of their own," he said.

HERRING

From page one
While good news for regular North Irish fishermen, the limit will also hit boats fishing in areas where the fish are scarce. It was a fact that the greatest part of the herring catch is taken within the 12-mile limit.

It was a fact that the new arrangements had been agreed by the Council of Ministers.

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fishing news

August 19, 1977

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**MIRRELES
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IRISH ROCK HERRING BAN 'Betrayed' say fishermen

A FLEET of 28 Irish east coast trawlers sailed for the Isle of Man grounds on Monday with instructions to 'fish as usual' after holding a meeting which rejected restrictions on herring fishing (Fishing News, August 12).

The fishermen made it quite clear that they wanted a confrontation with the Government and that they wanted action to force the issue on the 50-mile limit.

Mr. Murrin claims that the new restrictions were im-

posed without any regard to the opinions of the Irish fishermen and would jeopardise claims for 50 miles. Irish boats would continue to fish up to the Isle of Man 12-mile limit.

Under the new measures,

only 24 licences were to be made available for fishermen in the Irish Republic and there had been 90 potential genuine applications for licences, according to the IFO.

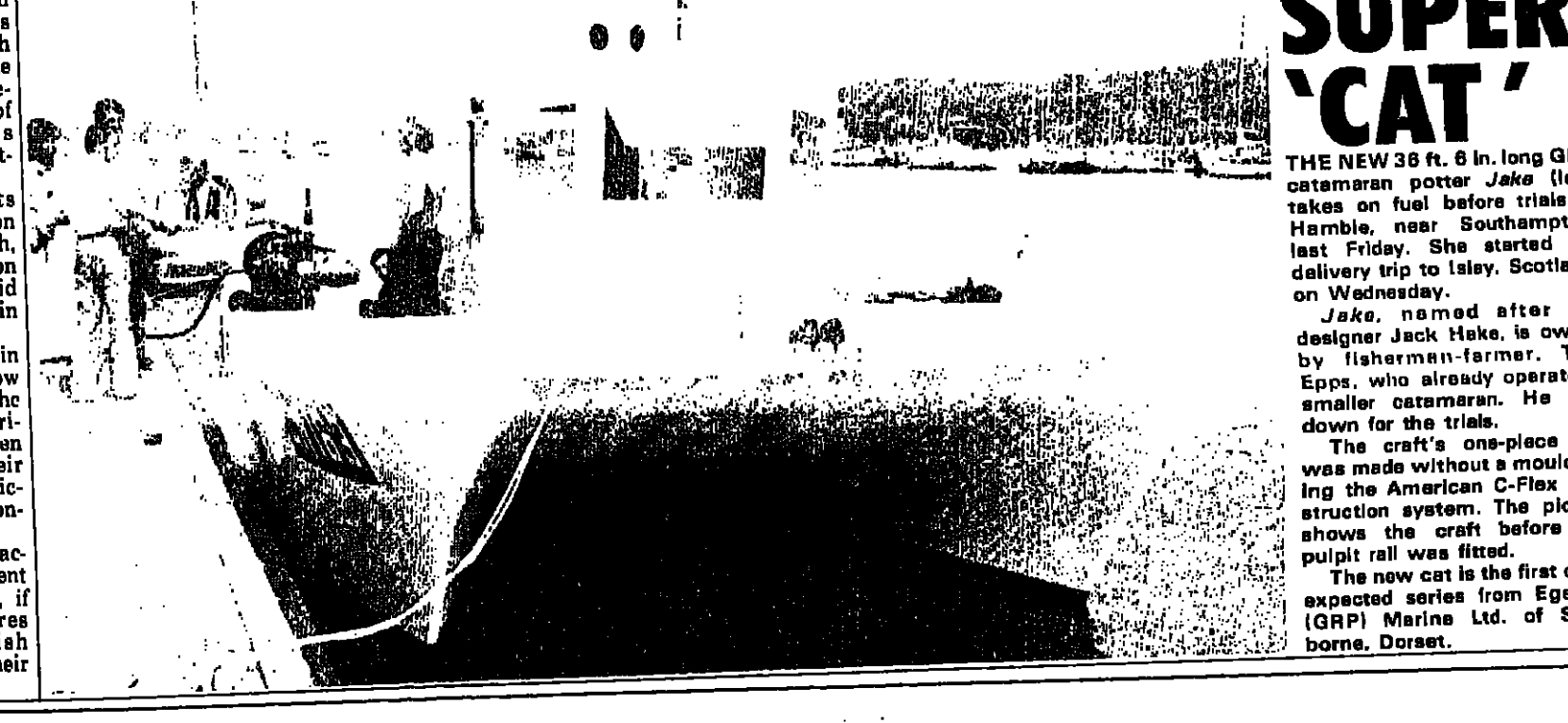
Frank Doyle of the IFO

said this week that all his members had been told to respect the new zone and under no circumstances to take herring from it.

"We agree with the principle of the 12-mile limit and have no objection to the

of Man having one", he said. "But if any Irish boat had taken out a licence it would have been accepting the principle of a quota system, and would have been absolutely

Turn to back page



SUPER 'CAT'

THE NEW 38 ft. 6 in. long GRP catamaran potter *Jake* (left) takes on fuel before trials at Hamble, near Southampton, last Friday. She started her delivery trip to Isle, Scotland, on Wednesday.

Jake, named after her designer Jack Hake, is owned by fisherman-farmer, Tom Epps, who already operates a smaller catamaran. He flew down for the trials.

The craft's one-piece hull was made without a mould using the American C-Flex construction system. The picture shows the craft before her pulpit rail was fitted.

The new cat is the first of an expected series from Egerton (GRP) Marine Ltd. of Sherborne, Dorset.

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'No beer' row stops fishing

FIVE Grimsby trawlermen were each sentenced to 14-day suspensions, suspended for 12 months, by Grimsby Port Disciplinary Committee last week.

This follows accusations that they had refused to sail when they discovered there was no beer aboard a middle water trawler. A sixth deckhand, similarly accused, has still to have his case heard.

SKIPPER DIES AT SEA

FLEETWOOD skipper, John Anderson, was buried last week after his body had been flown home from Norway.

He had collapsed and died while sailing as mate on the side trawler *Boston Explorer*, which was working the Bear Island grounds.

Skipper Anderson, who had held several commands out of Fleetwood, was 47 and had sailed mainly for the Boston company.

Boston Explorer, commanded by Skipper Bill Anderson, put into Norway with Skipper Anderson's body before heading back to port.

The committee was told that the Grimsby trawler *Ross Juno* was unable to proceed on her trip after sailing on the morning tide of August 3 because the men had refused duty. A trawlerman had asked the skipper for his beer issue, but had been told there was none aboard.

After the incident, *Ross Juno* returned to Grimsby on the evening tide and her trip had to be delayed until August 10.

The men claimed they were entitled to a drink, as was the accepted practice at sea, and should have been told there was no drink aboard before *Ross Juno* sailed.

Fish plant contract

THE ABERDEEN firm of William Tawse Ltd. has won the £700,000 contract to build the new Isle of Lewis fish dry-also building the pier and roadways under another contract.

RESEARCH SHIP 'SHAKY' FROM HER FIRST TRIP

WHEN THE Scottish fisheries research ship *Scotia* was delivered in 1971 she was suffering from excessive vibration problems.

Laid up in 1974, the vessel has put to sea for only half the time expected and, during this period, a full crew has been maintained at a cost of £300,000.

The 2,000 hp vessel should not have been accepted by the Scottish Department of Agriculture and Fisheries for whom she was built. This is one of the conclusions of the public accounts committee of the House of Commons in a report published last Friday.

The committee, one of the most powerful and senior of Commons probing committees, says that having accepted her, the Department should have been more vigorous in pressing designers



Scotia — out of service but still with a full crew.

and builders for a remedy, particularly during the guarantee period.

The report says that in November 1971 the Department accepted *Scotia*, built at a cost of £1.26m., from Ferguson Brothers (Port Glasgow) Ltd. The engines were bedded on a hydraulically suspended raft with the aim of eliminating

the transmission through the hull of engine vibration which might affect scientific instruments carried for fisheries research.

"During the builders' preliminary sea trials and the Department's acceptance trials, excessive vibration occurred within the engine room which, later in service, caused repeated fracturing of main engine pipework with consequent disruption of research operations."

Investigations and remedial measures between October 1971 and October 1972, advised by Lloyd's Research and Technical Advisory Services, had been only partly successful.

In November 1974, when a main generator failed, the Department withdrew *Scotia* for repair and further investigation.

Between November 1971 and November 1974 the vessel had spent 478 days at sea with scientific staff, instead of the 780 which would normally have been attained, and the loss of use had seriously affected the department's programme of

marine research.

The committee also criticised delay in reducing crew and maintenance costs while the vessel was laid up, from November 1974.

"We look to all concerned to do everything possible to return the ship to service at an early date and to the Department to pursue the question of legal liability for the defects and their consequences."

In evidence published with the report, Mr. J. I. Smith, Secretary, DAF (Scottish Office) said: "We opened her for two years on the basis that we thought we could live with it, but that proved to be over-optimistic."

Mr. Smith agreed during questioning that it would have been better to have refused the new vessel during the acceptance trials.

"They did not yet know the prime cause of *Scotia*'s troubles."

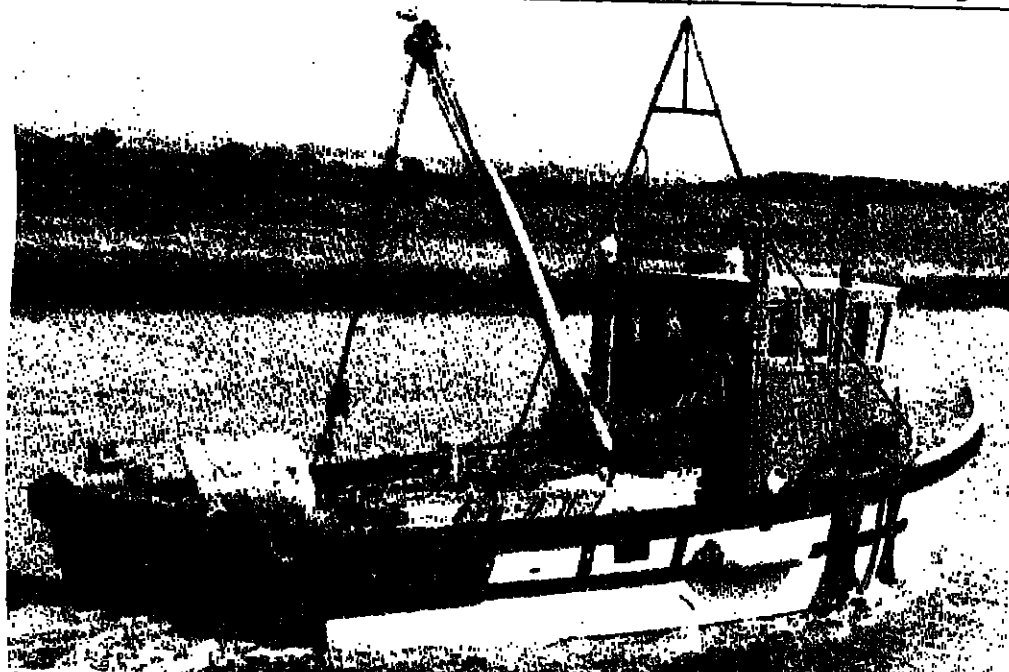
It is understood that the design of diesel-electric-powered *Scotia* was not totally in the hands of the builders.

35-footer for Kent

NICOLA DAWN (above), a new 35 ft. long trawler, has been fishing from the Kent port of Faversham for two weeks. She is owned by Barry Teeter, who fitted out the craft on a Versatility 35 GRP hull and he even made the deck gear.

The trawler is powered by a Perkins 6354 diesel, with a 4:1 reduction gearbox, and swings a 36 in. propeller. She has a wooden laid deck.

Versatility Workboats of Rye has moulded five 35 ft. long hulls so far and these have gone to owners at Portsmouth, Wales and Cornwall. More details of Nicola Dawn in *Fishing News* soon.



New base for SFO

THE OFFICIAL opening of its new headquarters in Edinburgh last week has further consolidated the Scottish Fishermen's Organisation's position as the biggest Producer Organisation in Europe.

It was not the first PO set up in the UK, but it already represents 700 skipper-owners whose vessels have an annual turnover of more than £40 million.

The SFO was formed in 1973 and it received official recognition from the EEC in August 1974. Its economic area covers all Scottish ports from Peterhead to Port Patrick inclusive, the islands

to the north and west of the Scottish mainland and also Whitehaven.

The new HQ occupies a large double-fronted house at Braehead, on the outskirts of Edinburgh, and has been decorated throughout in a modern style. It is within easy reach of the airport and motorway.

The headquarters was officially opened on Thursday last week by Gordon Jackson, OBE, a director, who said: "This building belongs to Scottish fishermen."

Mr. Jackson, who is well known for his work as manager of the Mallaig and North-West Fishermen's

Association, was the SFO's first chairman.

Present chairman and chief-executive is ex-skipper, James Lovie of Peterhead, who took up his position late in 1975.

He thanked the White Fish Authority and the Herring Industry Board for their help in getting the SFO off the ground.

Guests at the opening included Scottish fisheries under-secretary, Hugh Brown; Herring Industry Board chairman, Dr. W. J. Lyon Dean; WFA chairman, Mr. C. I. Meek; skipper from ports in the SFO's area; Scottish Fishermen's Federa-

tion chief executive, David Aitchison; and George Crawford, chairman, National Federation of Fishermen's Organisations.

The work of the SFO includes regulating catches and stabilising prices. In the absence of a plan from the government the SFO, in consultation with the Herring Buyers' Association, is now regulating mackerel fishing off the Scottish west coast. As far as possible, catches will be sold only for human consumption.

Bridge too old

A FEATURE of Fleetwood lock pits known to hundreds of fishermen is to disappear.

It is the swing bridge across the docks entrance. Fleetwood docks manager, Tony Winfield, said: "Over the years the iron bridge has become increasingly difficult and costly to maintain. Nowadays we just cannot get the spare parts."

COMMENT

WHENEVER THE subject of state aid for the fishing industry comes up in the Commons, the Government manages to put a figure of £30m. on it. This takes in grants for fishing vessels down to the last plastic bucket in the research laboratories.

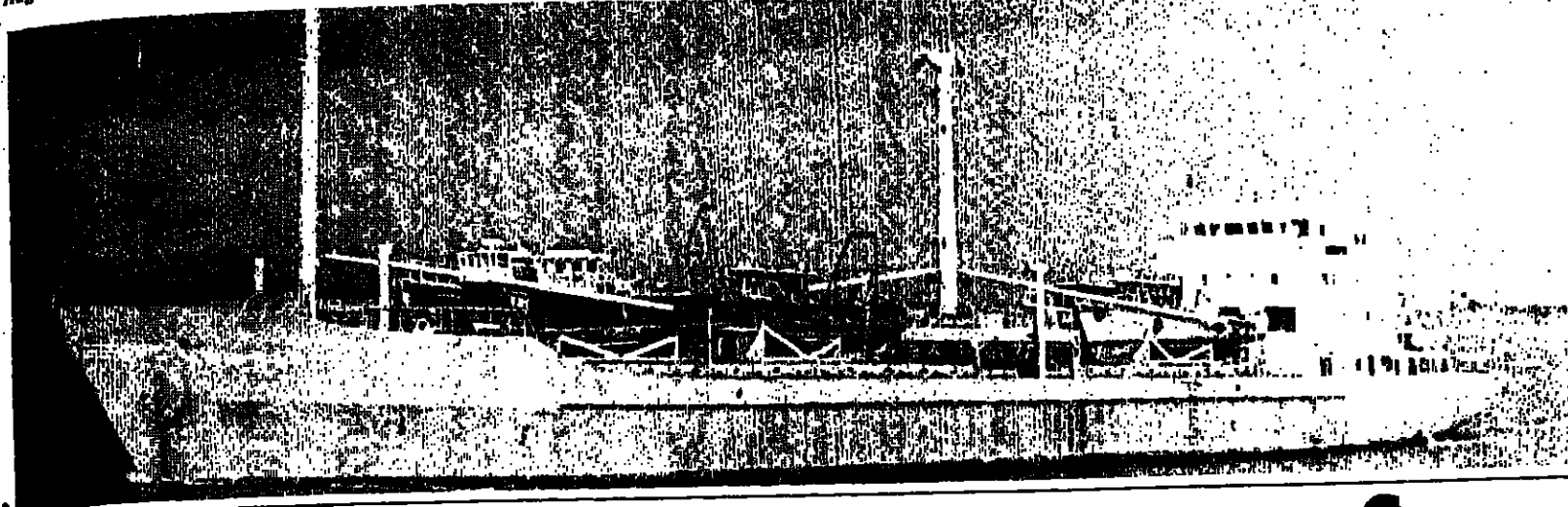
What rarely seems to come up for discussion in political circles is how efficiently this money is being spent and its value to the industry. There have always been rumblings of discontent among fishermen about the service they get from fisheries research, now it seems that the voice of the British taxpayer can be added to this after the national publicity given last week to the shortcomings of the Scottish research ship *Scotia*.

Despite being a problem ship from the beginning of her much-interrupted career in 1971 until she was laid-up in 1974, a scandalous amount of time and money has been spent on keeping a crew together for a ship that could not work properly.

The full brunt of criticism from a House of Commons report on the situation has been directed at the Department of Fisheries for Scotland who accepted the vessel in the first place. However, it was the time allowed to elapse, hoping against hope that things would go right, which gives most cause for concern.

To have the biggest and best scientific tools in the world with has always stimulated fierce competition among the fisheries laboratories. Consequently, when things go wrong there is a temptation not to say too much. To get an impartial opinion from either fishermen or scientists about the state of research facilities for the industry is near impossible. The hope, however, that the House of Commons select committee now investigating the industry will strike this task.

August 18, 1977



BUT recruiting crews for Australia

BRITISH United Trawlers has begun a campaign at both Hull and Grimsby to recruit volunteers to man the first of its freezer trawlers being sent 'down under' as part of a venture in collaboration with an Australian company.

The first freezer is due to leave Hull around the end of September. BUT expects a big response from trawlermen already in its employment to fill the 22 places from deckhands to skipper.

The company is particularly looking for men with freezer trawler experience who are prepared to work from Australia for a minimum of 7 1/2 months, which is the period of the initial experiment.

Although married men will not be allowed to take their families with them, there is a very strong possibility of an organised emigration scheme if the venture proves successful.

Three Hull freezer have already been nominated to take part in the Australian deal and it, therefore, came as

something of a surprise to learn that BUT was running a similar recruitment campaign at Grimsby for a freezer due to leave in November.

The name of this vessel has not been disclosed yet and it may well turn out to be one of the three Hull freezer. But

the move gave rise to speculation that it could be a BUT Grimsby-based freezer. Following the recent transfer of two freezer to Hull, the possible loss of another would be a big blow to the South Humberside port.

FIVE-BOAT FLEET SAILS

THE cargo ship *Ann Sandved* sailed away from Fleetwood last week with the cream of the port's inshore fleet aboard.

Five trawlers around 36 ft. long were being shipped out to The Gambia, in Africa, where they will be fishing for Sipol (Gambia) Ltd.

Aboard the cargo ship were the boats *Jeron*, *Cappy*, *Pilgrim*, *Onward Explorer* and *Rodolinda*. As reported in *Fishing News*, July 15, the boats were bought in cash deals and they will be fishing on an experimental basis.

The man who set up the deals, former Maryport fisherman Jack C. Hilton, said they would be trying out these boats before considering buying other craft.

Seiner agency opens

A NEW fish selling agency has started operations at Peterhead with some of the port's top boats on its books.

Grampian Sea Fishing Ltd. is currently handling six Scottish seiners which land

regularly at the port — *Ajax*, *Argosy*, *Andromeda*, *Emma Thomson*, *Kestrel* and *Sunbeam*. They all belong to skippers from the Lossiemouth district.

Skipper Willie Campbell MBE, of the 85 ft. *Ajax*, is chairman of the new company which is the seventh fish selling agency in Peterhead. He is spending some time ashore to help the business get underway. Manager and head fish salesman at Peterhead is Ken Craig.

The firm will shortly move into new premises and set up a chandlery department which will be open to all boats. It is also hoped to attract more vessels to the agency.

Meal price row

SHETLAND'S sandeel fishermen refused to land catches at the Bressay fish meal and oil factory last week because of a price cut.

However, the fleet resumed fishing on Monday of this week — having accepted the reduction.

The factory intimated a cut from £40 to £35 a ton, but fishermen declared this was not good enough.

Pointed out George Hunter, chairman of Shetland Fishermen's Association: "This is equivalent to asking hired fishermen to take a drop of 25 a week in their wages — what would be the reaction in any other industry if workers were asked to take such a cut?"

However, by the end of the week, the factory had convinced fishermen there was no alternative. The quality of the sandeels being landed is low and there is an international recession in the demand for fish meal.

New boat

Two of the vessels working through the agency, the 80 ft. steel boat *Kestrel* and the 74 ft. wooden hulled *Sunbeam* (owned by skippers Ian Sutherland and William Smith) will be replaced by larger vessels in the next few months.

Skipper Willie Campbell's brother, Andrew, is at present skippering *Ajax*. Andrew's previous command, *Argosy*, is fishing under Skipper Stuart Edwards.

PRAWN FIRM

A SCOTTISH-Norwegian prawn peeling company will begin work in September at the Longman Industrial Estate, Inverness. Employing 70 workers, it will export to Europe and Scandinavia. The company will trade as Ecco Foods (U.K.) Ltd. and will be the British and English equivalent of Gundersen, Lillestrand, Norway.



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FREQUENCY	20 kHz	20 kHz	27 kHz	27 kHz	27 kHz	27 kHz	27 kHz

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Chris Andra regularly brings in top catches of mackerel, using an SK-3, as do Challenge, Speemagne, Stephens. Flowing Tide has contacted pilchards at a range of 2500 metres with an SB-2. Burton Constable, Burton Agnes, Conduan and Lindisfarne have had an excellent

spring season using the SL. Wardley is unique in Britain in using sonar for gill net fishing around wrecks for cod, and has been very successful with the SL. Green Valley is successfully pair fishing with Athabaska, using an SK-3 to find the edge of gravel patches.

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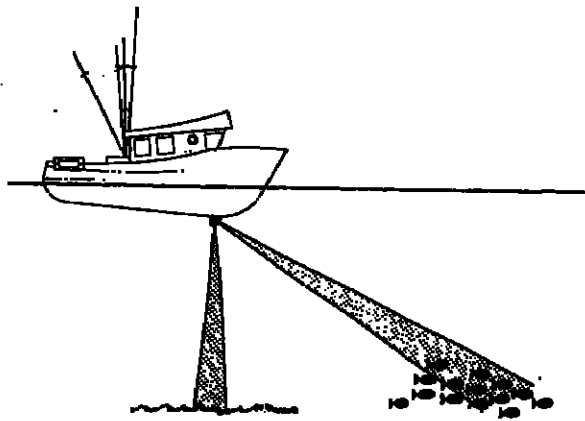
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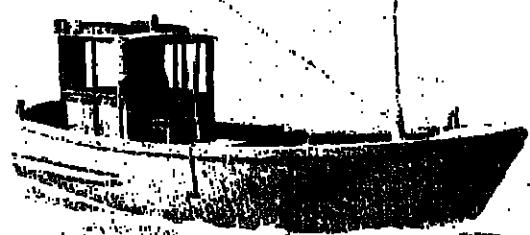
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FOLKSTONE ASSOCIATION IS FORMED Fishermen close up ranks at Kent port



THE FOLKSTONE Fishermen's Association was formed last week to promote the interests of the fishing community at the Kent port.

It has 27 members and will replace the earlier Folkestone and Hythe Association which ceased to work effectively some years ago.

Paul James, HM Inspector of Immigration, was elected as chairman, with Chris Gale as treasurer and Frank Hancock as secretary. In addition, Micky Laws, Val Noakes and Bert Reed were elected to serve on the general committee.

Steps are being taken to affiliate the association to the Fisheries Organization Society as, at this early stage, it is a non-trading concern.

One of the first tasks facing the new association will be to represent commercial fishing interests in the Port Users' Association, which has been formed to co-ordinate negotiations with the harbour

owners, British Rail and the local council.

Chairman Paul James commented: "We are very encouraged by the amount of interest shown so far. We were the association to be open as wide a spectrum of interests as possible; for example, our members include only sea-going fishermen but those involved in the trade ashore here."

For further information contact the secretary, F. Hancock, c/o The Jubilee, The Fishmarket, Folkestone.

Ropes disable freezers

TWO OF BUT'S Hull-based freezers - *Ona* and *Arab* - had their propellers fouled by ropes in rough weather last weekend.

The ships, fishing off the west coast of Scotland, were soon able to resume their trips after divers from different ports had been called in to clear the ropes.

During which was completing her trip, went to Scarborough to get her propeller freed. She arrived back at Hull early on Monday with an estimated catch of about 440 tons.

It is understood that the hulls had been fishing for haddock off Rockall and earlier had worked blue whiting further north.

Meanwhile *Arab*, which had just started haddock fishing off Rockall, resumed fishing after putting into Stornoway for assistance.

New limit
SWEDEN will be extending her fishing limits from January 1 next year. The announcement did not specify the length of the new limit but said that the extension was due to decisions by other countries to move out to 200 miles.

Crewmen hurt at sea

A FISHING boat made a dash for harbour last week after a crew member lost the tips of two fingers in a winch accident.

Coastguards arranged for an ambulance to stand by after the Eyemouth-based *White Heather* radioed ashore and then headed for Berwick.

Fisherman Adam Anderson of Upper Burnmouth, near Berwick, was taken to Berwick Infirmary where he was said later to be satisfactory.

Another Berwick fisherman was taken 60 miles to hospital after his hand was

crushed as two fishing boats drew alongside each other in the North Sea, off the Berwickshire coast. Norman, near Berwick, was taken to Berwick Infirmary and then transferred to Edinburgh Royal Infirmary where he was said later to be improving. The Burnmouth-based *Challenge*, headed back to harbour where a winch pulley had broken, was also in hospital.

'Comanche' in big come-back

TOO MUCH small fish, particularly cod, haddock and plaice, led to widely fluctuating markets at Grimsby again last week.

Top quality shelf cod once more topped £80 per 10-stone lot, but at the other extreme salmon had their work cut out squeezing £30 per kit from the merchants for some of the smaller fish.

Against this background of unpredictability, Boston Deep Sea Fisheries' *Boston Comanche* (Skipper Albert Hollington), home from a 26-day Bear Island trip, stole what limelight there was with the week's best grossing of £43,181 from 1,700 kits.

It was a useful return to fishing for the 180-footer after a spell laid up and included over 1,300 kits of cod, haddock, plaice and dab.

Mackerel worries
THE Anglo-Scottish Producers' Organisation is urging the ministry to call a meeting with PO's to discuss a management of the south-west mackerel fishery.

Although only a few Anglo-Scottish boats went on the mackerel last year, as many as 21 boats will be going down next season. The PO fears that other areas will also step up fishing effort and shore facilities will not be able to cope.

While we should be looking to Brussels, says FNI, there have been no signs of the ability to manage a resource which would produce around four or five million tons annually.

This has been highlighted by the fact that already Britain has had to act alone to save North Sea herring and EEC trawlers have fished out their Arctic cod quotas six months early. See letter page 13.

Celtic ban
A BAN has been placed on herring fishing in the Celtic Sea, the Bristol Channel and the western English Channel.

The Order, made in conformity with a new EEC Regulation, came into force on August 10, following the decision taken by the Council of Ministers in July.

It is intended to aid the enforcement of the ban on herring fishing in the Celtic Sea and North Sea and is due to end on December 31.

The ban applies to the area inside British limits between 49°N and 52°30'N and between 2°W and 9°W.

The Order is the Herring (Specified Western Waters) (Prohibition of Fishing) Order 1977.

Believing that there is a case for a dominant preference, FNI suggest that the only way this can be worked out along with a realistic look at conservation is by getting rid of the distant water fleet. "Remove these ships and the dichotomy of attitudes so debilitating to present British fishing policy will go with them."

Britain is not alone in this situation, it is pointed out. West Germany, Poland, the USSR and Japan also face the same problem. And there is an even more difficult problem facing all EEC countries: there is the organisation and people capable of fishery management?

BUT's *Lord Jellicoe* (Skipper Mick Neave) was runner-up with £37,674 from 1,330 kits after 25 days to the same grounds.

Grimsby lands between five and six distant trips weekly and with six Bear Island trips last week (three on one day) BUT's *Ross Kashmir* (Skipper John Roberts) luckily avoided a disaster on the sea-sawing markets and made £26,581 from 786 kits.

In fairness to *Ross Kashmir* the fish was as good as any distant water fish landed last week. Again it was nearly all cod and must have raised the hopes of BUT's *Northern Gift* (Skipper David Puffrey), due to land on her own with a cod catch the following day, but she hit another falling market to gross only £31,380 from 1,162 kits after 23 days; one day less than *Ross Kashmir*.

The middle and near water trawlers were also hit by the variable demand although vessels with quality fish generally fared reasonably well.

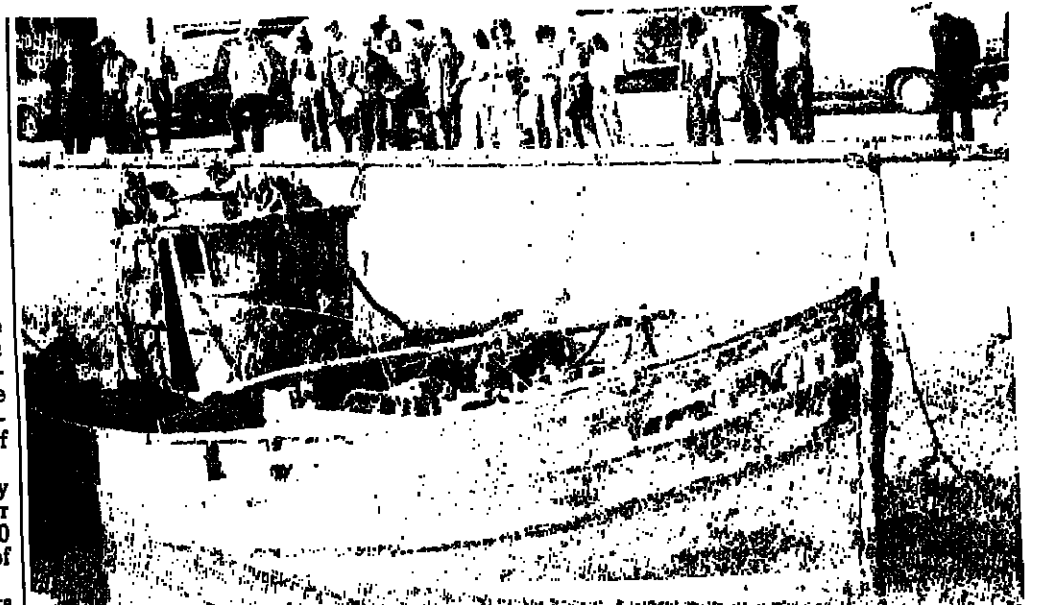
There seems to be no holding BUT's record-breaking *Ross Kashmir* (Skipper Paddy McCarthy) and, despite the major role played by luck last week, she outgrossed and outfished all her rivals after a 13-day whirlwind trip to the Westerlies.

Leopard picked up £23,762 from 1,086 kits, almost all haddock and cod split 50-50. H. L. Taylor's best effort came from *Yesso* (Skipper Peter Brown) on £18,628 from 855 kits, including over 400 of

coley and 115 of cod, while Boston's *Boston Phantom* (Skipper Colin Edward), having stepped down from the distant water grounds, grossed £20,862 from 910 kits of coley, haddock and cod.

In the North Sea Lindsey Trawlers' *Lofoten* (Skipper Alan Hutton) made £10,000 exactly from a nice spread of flats and dogs.

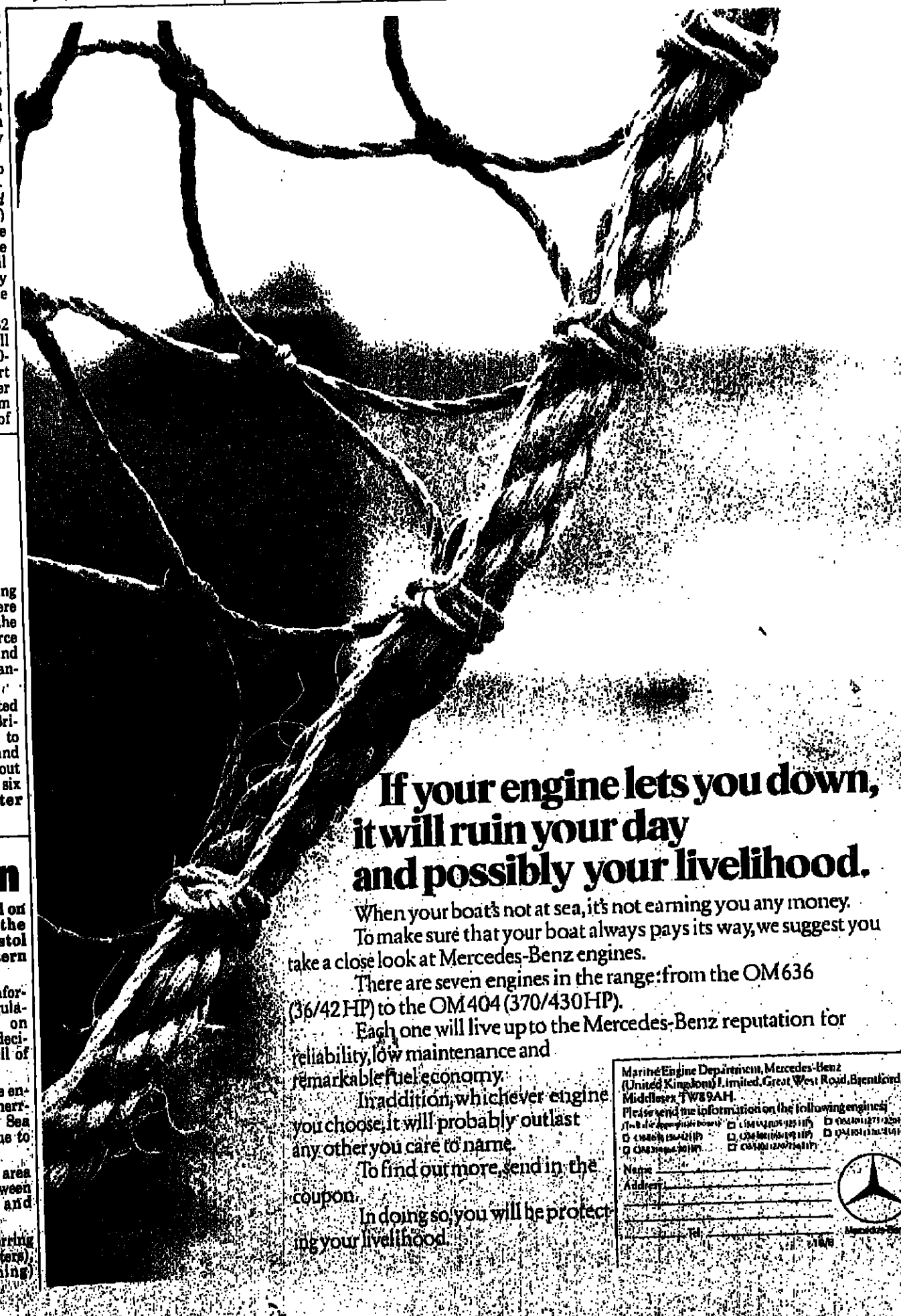
As usual the seiner fleets were very active and although the visiting *Dane Alice-Margrethe* (L 742) established a new all-comers port (and Humber) grossing record of £12,367 from a superb cod and plaice trip, sold through the John R. agency, the best local effort from Tom Sleight's *Fredericksborg* (Skipper George Mussell) was only £6,818 from 189 kits.



'INTEGRITY' LIFTED

THE barnacle-encrusted Fraserburgh fishing boat *Integrity*, which has been on the sea bed four miles south of Buchanness for the past nine months, was salvaged this week and towed to Peterhead wharf by the vessel *Intrepid*. It was on November 2, 1976, that the 40 ft. *Integrity*, skippered by Andrew Ritchie of

Inverloch, sank within minutes after a collision involving the Aberdeen trawler *Rowanlea*, skippered by James Mair of Portknockie. Three crewmen had only time to launch their lifeboat before *Integrity* sank. They were later picked up by the Peterhead boat *Harvester* and landed at Peterhead.



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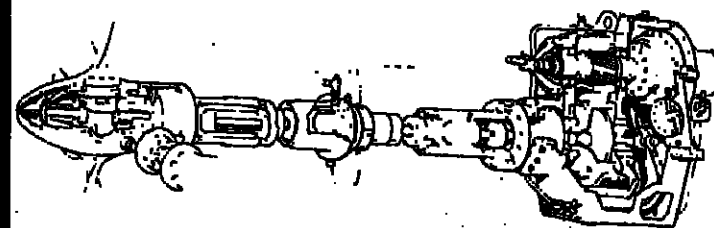
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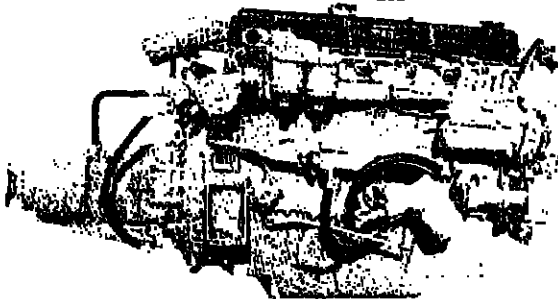


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31505, 31422 & 32931 (Night)**INSHORE at Grimsby**

A MONTHLY FEATURE

YET ANOTHER bombshell hit Grimsby's hard-pressed inshore operators at the beginning of the month when the findings of an industrial tribunal in June were finally published.Skipper-owners Erik Lose, of the inshore gill-netter *Wardley*, and David Ellis of the steel inshore trawler *Jan Erna*, had been challenging National Dock Labour Board instructions.Last February, after *Wardley's* crew discharged a six-kilowatt motor, the board decided that all inshore boats should be unloaded by registered lumper labour.

On the face of it, the verbal ruling from the three-man tribunal panel seemed to give other inshore owners similar quayside freedom to continue unloading their catches within the existing NDLB criteria for inshore boats at Grimsby.

However, they were in for a big disappointment. The publication of the tribunal's rulings made it crystal clear the hearing had not been a test case applicable to all. Skippers wishing to enforce their traditional rights to discharge their catches could face the muddle and tedium of individual appeals to industrial tribunals unless the NDLB sensibly relents.

At the moment Grimsby's lumper force is pretty busy with heavy summer landings. Yet, once the seiners stop for winter and expired quotas begin hitting trawler landings, the inshore boats could well become a target for the lumpers.

If this does happen, most owners look certain to abandon Grimsby for lumper-free ports or pack up completely. Nor are *Wardley* and *Jan Erna* immune, as the NDLB has the right of appeal against the tribunal's rulings, the Grimsby local board has already recommended an appeal by the national board.

What a shame it would be if good sense fails to prevail, especially following Grimsby's recent claim as the most suitable centre for a restructured industry, not only on the Humber but throughout the UK.

Pairing

A battle for the modest catches most of the inshore boats make is a poor advert for a port pressing for international recognition.

After the end of a successful summer sanderling season, silver jubilee medalist Hugo Thinesen and son, Peter, are back white fish pair trawling in

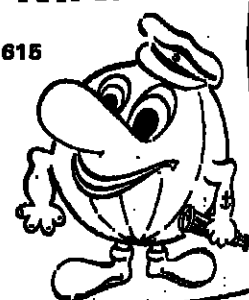
Skipper Arto Hinde, working well with *Berwin*.*Jan Erna* has now been taken off the fishing register as dock charges have priced her old age pensioner owner, Harry Buckingham (below left), out of fishing. Below right: Skipper Eddie Collins of *Melissa Louise*.*Hazel B* has now been taken off the fishing register as dock charges have priced her old age pensioner owner, Harry Buckingham (below left), out of fishing. Below right: Skipper Eddie Collins of *Melissa Louise*.*Hazel B* has now been taken off the fishing register as dock charges have priced her old age pensioner owner, Harry Buckingham (below left), out of fishing. Below right: Skipper Eddie Collins of *Melissa Louise*.**Advice**

It's a lamentable state of affairs and Grimsby won't seem like the same place without Harry's ingenious flow of ideas and the free-flowing advice to newcomers looking for a little local knowledge.

With good news very much at a premium among the inshore fleet this month, it is at least heartening to report *Sea Lady* — the redundant inshore trawler whose owner attempted to sell her off by auction early last year — has finally been sold in a private deal.

Her new owners are from Cumbria and, happily, they are planning to put her back fishing out of Grimsby once again!

TOM WOOD

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Telex: 817469**£16-A-KIT AVERAGE 'HEARTBREAKING'****FLEETWOOD** trawlers returning from the Rockall grounds took the full brunt of a seasonal fall in demand for catches last week.

Average earnings fell to less than £16 a kit — the lowest figure for several years.

Some of the port's most modern stern trawlers were hit — notably *Jacinta* (Skipper A. Barkworth) which landed 940 kits, including more than 800 of haddock, for a grossing of only £16,092.Not far ahead was the stern trawler *Gavina* (Skipper Charlie Scott) which made £15,481 from 985 kits — including over 800 of haddock.

Jim Hind, deputy manager for J. Marr and Son at Fleetwood, owners of both vessels, said: "It is very disappointing to see the prices slide so drastically and also to see so much locally landed fish goes to the east coast to be worked."

"It is not good to see fish being sold at such low prices and must be particularly galling for trawlermen who have been out there to catch it."

"Around now, in the summer, prices do usually drop, but not to the extent that they have been doing recently."

Alan Welsh, president of

the Fleetwood Fish Merchants' Association, agreed that prices had dropped but added: "Not all types of fish are cheap. English varieties have still commanded high prices."

"Some of the Bear Island fish, however, has not been quite up to the standard Fleetwood is used to dealing with."

"In addition, we have had huge quantities of Rockall haddock. We had a lot last year and since then merchants have worked up a market for it and have been able to sell it."

"But Fleetwood is not altogether geared to deal with such quantities of haddock."

With so many of the inland towns on holiday there is always a seasonal drop around now."

Top trip of the week was landed by the side trawler *Robert Hewitt*, commanded by Skipper Wally Harrison. She landed 1,277 kits, including more than 1,200 of cod, which sold for £29,807.Of the Rockall trips the top return was that of the stern trawler *Boston Stirling*. Skipper John Banks, who has been top skipper in the 100 to 110 ft. section on a number of occasions, took the larger vessel and returned with 847 kits, including more than 700 of haddock, which sold for £17,569.**Shrimp boats 'pair' on white fish****ANOTHER two vessels** have begun white fish pair trawling from Peterhead.They are the 86 ft. *Constant Friend* and *Starlight*, fishing under skippers Bruce Thain and Alex Baird Jr.

Earlier this month the team landed their first white fish trips, a catch of 889 boxes. The catch included 218 boxes of mackerel which met a keen demand and sold at prices ranging from £5.30 to £5.80 a box.

They were fishing over clean ground in the Bergen Bank area using Apeldoorn nylon trawls. These are the headline shorter than the footrope to give a scoop effect. Although this is their first white fish pair trawling trip, they have trawled together for both sprats and herring.

They switched to white fish operations from shrimp trawling, which has now all but died out.

The two vessels were designed by Tynedraft Design of Newcastle and are powered by Alpha 680 hp engines.

Starlight was built in 1976 by Cubow of Woolwich, while *Constant Friend* came from the Humber side yard of John R. Hepworth later the same year.With the start of the west coast herring fishing at the beginning of August, a number of boats left Peterhead for the North Humber side including the four purse seiners *Morning Star*, *Vigilant*, *Pathway* and *Lunar Bow*.

They are working a quota of 24 units per man per week.

*Starlight* (Skipper Alex Baird Jr.) has begun white fish pair trawling from Peterhead. Her partner is *Constant Friend*.

spread over four nights, and during their first week they managed to catch their full quota. Prices reached as high as £57 a unit at Ullapool.

Two pair trawlers, the 86ft. *Summer Dawn* and *Brighter Dawn*, left for the Minches at the beginning of the second week of the month — and more vessels may well go soon if the fishing looks worthwhile.**FARM PLAN GO-AHEAD****INVERNESS** Planning Committee has approved plans submitted by the Highlands and Islands Development Board for a new fish farm at Milton of Leys, near Inverness.

The approval, however, is subject to conditions, including the provision of car parking and satisfying the river purification authorities that there will be no detrimental effect on private water supplies for human consumption.

The application by the board said trout would be reared from the ovary stage and kept in quarantine until a monitoring programme established that they carried no certifiable fish diseases.

This new farm will be complementary to the board's main fish farm at Monikie.

Plant looks for supplies**FISHERMEN** interested in supplying Lewis Stockfish Ltd's Breasdale fish plant opening next year should contact the fisheries division of the Highlands Board in Inverness.

The SLD says it is keen to help island fishermen joining in the venture in any way it can.

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Sharon Rose II.

Moodie takes Sharon Rose II' North Sells base for family firm's seiner

THE FAMILY fishing firm of George Moodie and Sons is now operating a new 70ft. wooden seiner-boat from the Macduff Boat Building and Engineering Co yard. She is named Sharon Rose II.

The firm, managed by ex-skipper George Moodie, owns three boats which are commanded by Mr. Moodie's sons John, Alistair and Douglas.

Alistair is in charge of the 60ft. wooden boat Rose of Sharon and Douglas fishes with the 60ft. steel vessel Sharon Vale. John will take command of Sharon Rose II. A fourth son, Peter, sails as mate aboard Sharon Vale.

Sharon Rose II replaces John's previous command, the wooden-hulled Sharon Rose, which has been sold to Peterhead interests.

The Moodie family's vessels are based at North Shields for much of the time and, last winter, they worked as a threesome sprat trawling. More recently they have been seine netting.

On the day Sharon Rose II ran her sea trials, Rose of Sharon grossed £5,200 at North Shields after a three-day seine netting trip. When Sharon Rose II put her first big catch ashore at the port, she topped this grossing by earning £5,628 for a three-day trip.

The family's new boat was designed by The Napier Co. (Aberdeen) in conjunction with the builders and has been constructed throughout to the DoT Fishing Vessel (Safety Provisions) Rules 1975.

She has a transom stern and is of traditional Scottish

seiner-boat with a large fish hold carrying capacity of 10 tons of sprat in 21ft.

Propulsion is by a 425 hp at 1225 revs D333 diesel engine drives the fixed-pitch propeller and a Twin Disc gear reduction ratio.

Belt-driven at the end of the engine, a 300/875 bilge pump service pump.

A Transom stern is belt-driven at the end of the engine, a 300/875 bilge pump service pump. A D333 diesel engine drives the fixed-pitch propeller and a Twin Disc gear reduction ratio. A 425 hp at 1225 revs D333 diesel engine drives the fixed-pitch propeller and a Twin Disc gear reduction ratio.



Skipper of Sharon Rose II, John Moodie.

To starboard of the main engine is the Lister HRW4 auxiliary engine developing 50 hp at 1,800 rpm. It provides power for a 100V generator, a 100V alternator, a 100V bilge pump, a Vickers standby hydraulic pump for fishing gear retrieval and a Vickers hydraulic pump for the cargo winch. Some 2,400 gallons of fuel oil, and 40 gallons of lube oil, are carried in engine room tanks.

engine room is provided by three Woods fans and there is an electrically-driven Godwin fresh water pressure pump. Two tanks in the transom carry some 500 gallons of fresh water.

On deck her hydraulically-driven gear handling machinery consists of a D. F. Sutherland seine and trawl winch, a two-drum set of Lössie Hydraulic Co. seine rope storage reels and a Lössie Hydraulic Co. power block.

A standby Beccles rope coiler is fitted at the fore side of the winch. A small cargo winch, also from Lössie Hydraulics, is fitted on the whaleback.

Trawl galleys are mounted on Sharon Rose II's quarters. There are Chalmers floodlights on the superstructure and a Francis searchlight on the wheelhouse top. Her whaleback and gutting shelter are of aluminium, while the deckhouse, masts and spars are of steel.

The 70-footer's fishroom is insulated on sides, bulkheads and deckhead with foam faced with timber and is fitted



Lössie Hydraulic Co. seine rope reels. The Sutherland seine and trawl winch is forward of the reels.

with aluminium stanchions and pound boards. It is served by a single hatch and by Faaborg deck scuttles.

Brown and Perring (Instrumentation) Ltd. supplied most of the wheelhouse equipment, including Atlas 720 Fischfinder with steady picture and bottom lock facilities, Atlas 3036 radar, Broer 075 autopilot, Furuno FR524 radar, Sailor, T126 R10 radio telephone, 'Sailor' RT144 vhf radio telephone, Mermaid 23 Watchkeeping Receiver, and Amplidam 6600 hailing and intercom system.

Other fitting include two Decca Mk 21 Navigators, a

Decca 360T Track Plotter, Simrad SL sonar and CM Sonar Scope, Wynstrum Mk 3 blade-type window wiper, Flaam horn, Morse engine and winch controls, Tenford H100 steering gear and the remote controls for the rope reels.

Fittings in the deckhouse include a shower compartment with a Mira mixer tap, while galley equipment includes a Parkinson Cowan gas cooker, a Vaillant multi-point gas water heater and a stainless steel sink unit. A separate messroom is located below the wheelhouse.

Safety equipment includes Decca Mk 21 Navigators, a

system, a Gondolastic Gas Sentry Mk 2 gas detector and Nu Swift International Ltd. fire extinguishers.

Bunks for eight are arranged in the cabin, below deck. This is fitted with wardrobes, plus individual lockers, and is heated by a Keflex oil stove.

A National Panasonic colour TV supplied by Brown and Perring is one of the boat's luxury touches.

George Moodie, whose firm

is based at Port Seton, East Lothian, told Fishing News that he is very pleased with Sharon Rose II.

He said, however, that the catching power of the present fleet is now so high that steps should be taken to conserve stocks.

He feels that a quota system is the best idea. This also has the advantage that it helps to maintain prices and means less hard work for fishermen.



George Moodie (right), owner of Sharon Rose II, with four members of the crew

Wells whelker nearly ready

THE NEW Wells-next-the-Sea whelker Four Brothers, a Versatility 30 GPR craft, is replacing an ex-RNLI lifeboat which dates back to the war years.

She is now moored at the port waiting for her owners to fit a pot hauler driven by a wing engine. This job will be tackled when bad weather stops fishing, as the new boat has arrived when the season is in full swing.

For over 30 years fishermen David Cox with his cousin, Alan Cox, have fished for whelks in ex-lifeboats. It seems lifeboats are in the blood of the Cox family, for David has been a lifeboatman for 34 years and coxswain of the Wells lifeboat for 17 years. Cousin Alan, a lifeboatman for 35 years, is 2nd mechanic.

In total the Cox family of Wells has given 288 years service to the RNLI. In memory of this outstanding service by their fathers and uncles, David and Alan have named their new boat Four Brothers.

She was moulded and fitted out in Rye, Sussex, by Versatility Workboats to White Fish Authority standards. She has a length overall of 30ft. 6in., beam, 10ft. 6in.

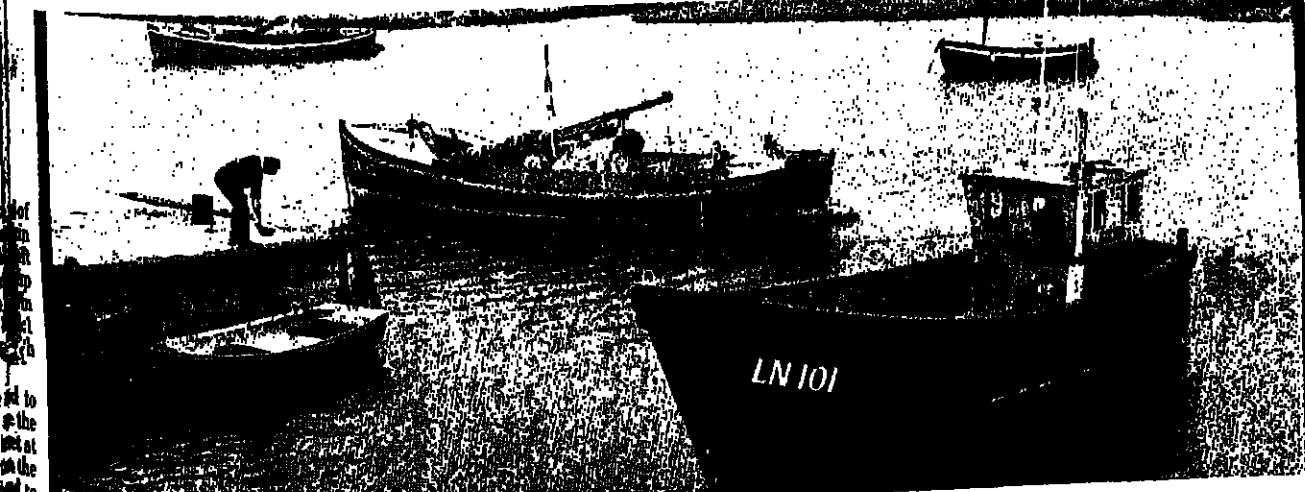
draft, 3ft. 6in. and has about nine knots per hour. The power unit is a four-cylinder diesel engine which drives through a Disc MG600 gearbox a reduction which is a trolling valve.

This valve will help when picking up the pots. The engine will run at around 700 rpm and the propeller can be tilted to keep the boat steady in position.

Four Brothers has an engine-driven pump, hydraulic winch, Morse single-line winch, There is a propeller, trunk and bilge pump.

Her aft wheelhouse is equipped with a VHF radio and a color gas detector. The boat is 30 ft. long.

It is fitted with a pot hauler, a VHF radio and a color gas detector. The boat is 30 ft. long.



Above: The old and the new...LN102 (centre) stands by her replacement, Four Brothers (LN101). The former lifeboat is now for sale. Below: comfort at last. Inside the aft wheelhouse of Four Brothers. Below right: David Cox with his wife, Ruby, aboard the boat after the launch.



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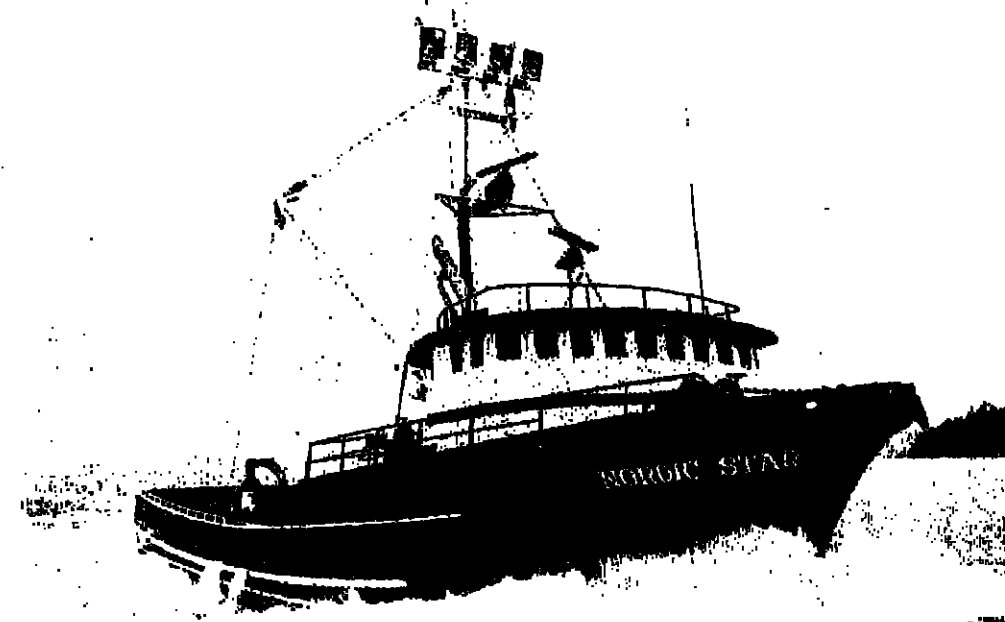
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Giant crabber keeps her catch live

HOW WOULD you like to go offshore crabbing in this 108-footer? Nordic Star may look better than any U.K. crabber, but she needs to be big and powerful. Her base is Alaska.

Nordic Star (above), named last month at the Seattle Marine yard, is to start fishing from Dutch Harbor next month when the king crab season opens. She will load her catch into three holds and her cooled sea water circulation system is able to keep 170,000lb. of crabs live.

The 14ft. 6in. draft ship is owned by three expert Pacific north-west fishermen and she will haul massive traps using a hydraulic "KingHauler" with pot-dumping rack; an eight-ton crane will handle 120 traps aboard ship.

Nordic Star can be converted to go trawling and is fitted with a Caterpillar diesel of 1,125 bhp driving an 84in. prop. Accommodation includes skipper's quarters in the pilot house and two four-man "staterooms". The galley is fitted with a microwave oven.

Navigation and communications equipment includes two Loran sets, two radar sets, recording sounder, depth indicator, autopilot, four radio sets and a four-station intercom. Her Wagner hydraulic steering system includes a wheel plus two other steering stations.

Bay rigs to ride a storm

"I HAVE bought a 40 ft. MFV which I want to moor in a near-by bay."

"The bay is sheltered from winds from all directions except South East and only a few open boats up to about 16 ft. long are moored there."

"There is plenty of room in which to lay ground chains and for the boat to swing."

"But I have been told that during SE gales there is a tremendous surge or backwash off the cliffs. That is why only boats which can be hauled up the beach on such occasions are kept there."

"Some time ago you described assemblies used to moor boats up to 40 ft. long in an exposed anchorage off Selsey."

"Would such an assembly enable me to moor the boat safely in the bay?"

"If you are so keen to moor your boat in the bay, despite strong tidal currents and possible stormy weather, a heavy mooring assembly used to moor larger fishing boats off Selsey would probably prevent her from going adrift."

"Shackles and swivels are not used at all in such assemblies, as pins of shackles used to come adrift in heavy weather when ground chains were being lifted off the bottom."

"Ground tackle for mooring boats up to 30 ft. long in 5 ft. consists of two anchors weighing between 50 and 100 lb. each, two 1 in. studded link ground chains 12 to 16 ft. long, and 9 ft. of 1 in. up-and-down chain (reel)."

Before moorings are laid, a large ring is forged or welded into one end of each ground chain, and another into one end of the riser, and a long link which will pass through the ring, at the other end.

Anchors are laid at such a distance apart that the rings of the ground chains can be brought to the surface for inspection at low water.

When laying, the two rings are brought together, the long link of the riser is passed through them and then through the ring at the other end of it.

The three rings are then lowered to the bottom and a buoy is attached to the long link on the end of the riser.

Boats of between 30 and 40 ft. long are moored in a similar manner but with heavier anchors, 15-20 ft. ground chains and 1 in. short link risers with plated nylon ropes attached to their long links.

This is the sort of assembly you need if you opt for Selsey-type moorings.

If it is impracticable or prohibitively expensive for you to lug heavy chains to a blacksmith to have rings forged to them before laying your moorings, you might consider using shackles and swivels as an alternative, which incorporate expanding steel springs to retain load pins and prevent their coming adrift no matter how much battering they receive.

But you will, however, find it almost impossible to extract the retaining pins and consequently the load pins, should you want to replace such components after several years' use.

If you want to replace your riser without lifting your ground chains and employ a diver for the purpose, he would find it quite impossible underwater to extract the pins and fit new components of the same type.

John Burgess' Log



A far better alternative is to use a Dunsmore Deadlock shackle.

This type of shackle is made of stainless steel (or aluminium bronze where non-ferrous components have to be used) and in a size range for use by all kinds of craft from large tankers to small yachts.

The shackle is compact, very strong for its size and weight, and can be locked or taken apart by hand without using any tool either on deck or in "blind" conditions underwater.

Full particulars of the Deadlock shackle are obtainable from McKenale Niven Ltd., Ship Riggers, Anderson Street, Port Glasgow, Renfrewshire, Scotland.

But you will, however, find it almost impossible to extract the retaining pins and consequently the load pins, should you want to replace such components after several years' use.

If you want to replace your riser without lifting your ground chains and employ a diver for the purpose, he would find it quite impossible underwater to extract the pins and fit new components of the same type.

"I AM PLACING an order for a new 30ft. boat which I intend to use for trawling and scalloping."

"I intend to install an engine of about 150hp but am

Big refit for Mount Royal

WORK has started at Peterhead on a £200,000 refit for the former Aberdeen trawler Mount Royal which had been laid up.

Skipper David Reid of Orkney and his brother, Albert, have bought the trawler which was built in 1963 by John Lewis and Sons Ltd. at Aberdeen. She was the prototype of the very popular Spinningdale - class of 86 ft. sidewinders.

The Northern Engineering Works is the main contractor for the refit to Mount Royal which is to be equipped for single boat trawling. The modifications have been designed by the Napier Co. (Aberroath).

Net drum

A full length aluminium shelterdeck will extend from wheelhouse to whaleback, and a new aluminium wheelhouse will be fitted to the existing steel casing. The after end of the casing, which extends to the transom, will be removed.

New gear handling machinery is to include Robertson net drum and split trawl winches to be hydraulically driven from a

new Caterpillar 200 hp auxiliary engine.

Masts, galleys, trawl sheaves and rollers, etc., are to be renewed. A Promac refrigeration plant has been ordered for the fishroom and the crew's cabin, below deck aft, will be revised to give more accommodation.

All the steelwork will be sand blasted and treated with Metalfine corrosion control compositions.

The existing Tenford

hydraulic steering gear is to be converted to power operation and coupled to a Robertson autopilot.

Woodsons of Aberdeen supply most of the wheelhouse equipment including Blac LAZT Echograph and LAZT Fishlupe, 'Sailor' radar and the autopilot. Decca radar will also be fitted.

The work is scheduled for completion at the end of the year.



Mount Royal in Peterhead before the refit started.

sion by either grit or sand. In Scandinavia well over 90 per cent of fishing vessels are fitted with controllable pitch propellers — props in which the blade angle can be changed at any time by means of a control unit in the wheelhouse.

Advantages of fixed blade propellers are that they are comparatively inexpensive and that nothing can go wrong with them mechanically outside the hull. No sand can get into one and make it necessary for your boat to be slipped for repairs if she is worked in shallow waters.

Disadvantages are firstly that if a boat is to be used for trawling, the pitch has to be a compromise between the ideal for towing and the ideal for running free and therefore, can never be ideal for either of them. Secondly most engines driving fixed blade props have to be fitted with reverse reduction gearboxes.

With a cp propeller you can employ the full power of your engine both when running at full speed and when trawling at slow speed. It can be run at constant speed, which means that your fuel bills and maintenance costs are likely to be less, and that the life of the engine will be longer.

Overloading can be prevented by fitting a fuel rack stop to the continuous rating and a pitch limiting stop.

When you have adjusted engine revolutions to the most desirable speed, you can thereafter carry out all manoeuvres by operating the propeller control alone.

With a cp prop, you can propel your boat at any speed between zero and maximum. To be able to make fine adjustments to your speed through the water when trawling or hauling nets helps enormously, particularly

ly when you can do so by using one lever only.

If you opt for a cp propeller and later install a hydraulic winch or hauler, you will always be able to run the engine at the speed required by the winch pump.

Furthermore, if blades are damaged they can be replaced individually.

Details of fixed blade props are available from Brunton's Propellers Ltd., Sudbury, Suffolk; Friedenthal Ltd., Craft St., Preston, Lancashire; or T. Norris (Industries) Ltd., 6 Wood Lane, Isleworth, Middlesex.

Information on controllable pitch props is obtained from Slack and Parn (Marine) Ltd., Kegworth, Derby or PNP Durr Ltd., Eastern Boatworks, Burnham-on-Crouch, Essex.

Safety rule for parties

"I HAVE AN opportunity to buy a 30ft. boat which I think I could make good use of for long-range parties out in the estuary."

"Please tell me what qualifications I would need and what regulations I would have to comply with, to take anglers to sea."

You would not be required to hold any certificate of competency to sea. But there are angles to be considered.

Such regulations only apply to places and the way to and from them. They will affect your boat and your equipment.

But regulations only apply to places and the way to and from them. They will affect your boat and your equipment.

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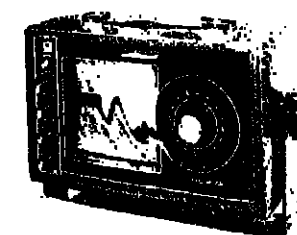
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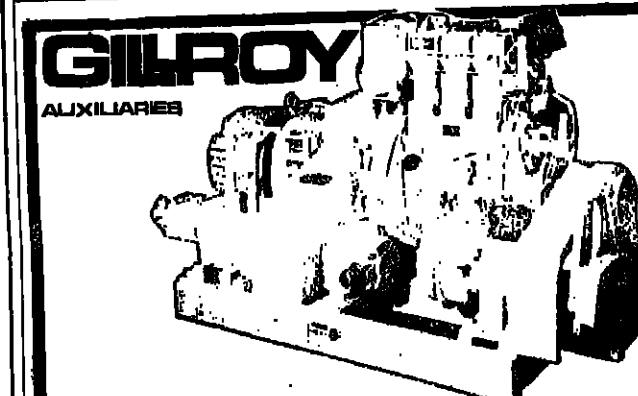
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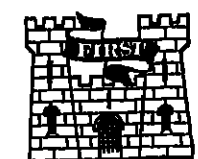


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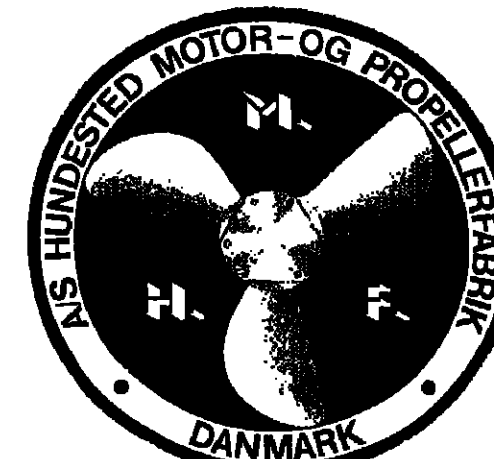
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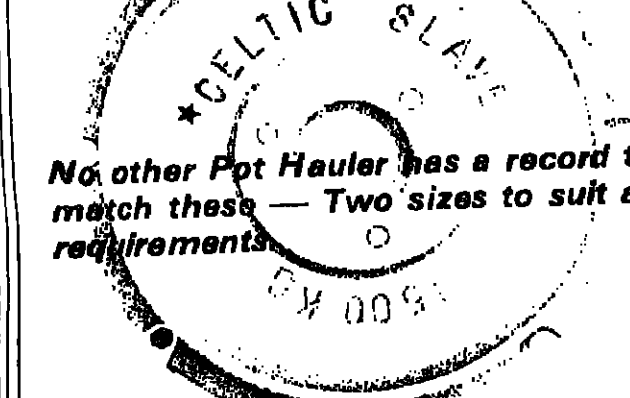
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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY
Distant water
243,111: *Boston Comanche*, Boston (Sk. A. Hollington), 1,700 k, BI, 26 days.
237,878: *Lord Jellicoe*, BUT (Sk. M. Neve), 1,330 k, BI, 25 days.
237,456: *Gillingham*, Consol (Sk. J. Loades), 1,502 k, BI, 25 days.
234,282: *Prince Philip*, Boston (Sk. R. Harries), 1,315 k, BI, 25 days.
231,370: *Northern Gift*, BUT (Sk. D. Pulfrey), 1,162 k, BI, 23 days.
226,575: *Ross Kashmir*, BUT (Sk. J. Roberts), 786 k, BI/WS/NS, 24 days.

Middle water
225,769: *Ross Leopard*, BUT (Sk. P. J. McCarrhy), 1,088 k, W, 13 days.
220,862: *Boston Phantom*, Boston (Sk. C. Edwards), 910 k, W, 14 days.
218,628: *Yesso*, Taylor (Sk. P. Brown), 855 k, W, 17 days.
218,022: *Ross Tiger*, BUT (Sk. D. Avery), 698 k, W, 14 days.

North Sea
210,000: *Lofoten*, Lindsey (Sk. C. Nicholls), 388 k, NS, 12 days.
208,988: *Lovenden*, Lindsey (Sk. G. Ireland), 295 k, NS, 13 days.
208,460: *Lepanto*, Lindsey (Sk. A. Wright), 344 k, NS, 14 days.

Selmers
208,818: *Frederiksborg*, Sleight (Sk. G. Musnell), 189k, NS, 13 days.
206,401: *Dalma*, Sleight (Sk. K. Jorgensen), 209k, NS, 16 days.
206,271: *Vendelbo*, Chapman (Sk. J. Thomsen), 251k, NS, 19 days.
206,123: *Zanto*, Sleight (Sk. V. Olsen), 186k, NS, 18 days.
205,958: *Tarma*, Sleight (Sk. K. Green), 188k, NS, 11 days.
205,929: *Lena Sorensen*, Chapman (Sk. E. Sorensen), 186k, NS, 18 days.

Pair teams
208,857: *Sonia Jane* (Sk. D. Buley), 260k, and 208,135: *Ann Charlotte* (Sk. R. Collins), 246k, both John R., NS, 14 days.
207,096: *Jarvit* (Sk. J. Zeebroek), 225k, and 203,908: *Jilannan* (Sk. R. Zeebroek), 125k, both Richardson, NS, 14 days.

HULL
257,778: *C. S. Forester*, Newington (Sk. R. Taylor), 2,148k, BI, 25 days.
251,848: *Ross Altair*, BUT (Sk. M. Redfearn), 1,578k, BI, 23 days.
248,559: *Ross Trafalgar*, BUT (Sk. A. E. Start), 1,389k, BI, 25 days.
244,353: *Arctic Rebel*, Boyd (Sk. J. W. Boyle), 1,447k, BI, 25 days.
241,339: *Kingston Amber*, BUT (Sk. M. Clark), 1,222k, BI, 22 days.
235,191: *St. Gerontius*, Hamling (Sk. R. Taylor), 2,148k, BI, 25 days.

Selmers
27,142: *Kronborg*, Boston (Sk. H. Dam), 332k, 22 days.
26,773: *Christiansborg*, Boston (Sk. E. Dam), 326k, 14 days.

FLEETWOOD
Bear Island
229,607: *Robert Hewett*, Hewett (Sk. W. Harrison), 1,277 k, 26 days.
226,983: *Boston Blenheim*, Boston (Sk. B. McAvoy), 1,601 k, 29 days.

Homewater
217,596: *Boston Stirling*, Boston (Sk. J. Banks), 847 k, 13 days.
216,797: *Wyre Revenge*, Wyre (Sk. B. Andrews), 782 k, 17 days.
215,461: *Gavina*, Marr (Sk. C. Scott), 965 k, 14 days.
215,092: *Jacinto*, Marr (Sk. A. Barkworth), 940 k, 14 days.
214,051: *Wyre Defence*, Wyre (Sk. D. Noble), 736 k, 14 days.
213,939: *Irvana*, Marr (Sk. V. Dingle), 722 k, 16 days.

HUMBER VESSELS DUE

GRIMSBY
Expected during the week from
Bear Island: *Northern Gift*,
Rosa Ramilies, Spurg, Vianora,
From Faroe and Western:
Vanna, Ogano, Osaka, Ross
Genet, Ross Juno, Ross Leopard.

Sando, Yesso.
Expected during the week from
Bear Island: *Arctic Cavalier*,
Hudson River, Kingston Pearl,
Rosa Juno, Somerses
Maughan, Westella.

PORT MARKETS

FRIDAY, AUGUST 12
DUBLIN
1,279 boxes mainly from Howth, Killybegs, Kilmore Quay and Achill met a slow demand. Prices: lobster, £1.50; grilse, £1.30/£1.45; prawn, 13p/18p; prawn tails, 50p; black sole, 23p; slaps, 40p; brill, 8p/18p; turbot, 20p/40p; dabs, 3p/18p; cod, 12p/20p; codling, 5p/12p; whiting, 12p/13p; haddock, 14p/17p; small plaice, 3p/4p; medium, 10p/14p; large, 22p/24p; per lb: round whiting, £4/55; ray, £2/85; mackerel, £4/25; herring, £4/28; per box.

MONDAY, AUGUST 15
GRIMSBY
A good supply of 6,915 kits from 20 boats met a good demand. Prices: shell cod, £3.60/£4.80; codling, £3.80/£4.20; large shell haddock, £3.80; medium, £3.80/£4.20; small, £1.80/£2.20; large plaice, £3/25; medium, £2.40/£2.80; best small, £3.60/£4.80; large skinned dogfish, £1.30/£2.20; mackerel, £1.80/£2.80; lemon sole, £5.50/£8.50; per stone.

MILFORD HAVEN
380 from four boats. Prices: large cod, £30; medium, £22/£23; codling, £20/£22; large plaice, £24; medium, £22; small, £19/£20.80; turbot, £100; whiting, £8.60/£12; Dover sole, £137; slaps, £103; tongue, £90; squid, £20/£22; £4.80; rockfish, £1.30/£2.20; mackerel, £1.80/£2.80; lemon sole, £5.50/£8.50; per stone.

NEWLYN
Prices: best medium whiting, £2.80; small, £1.70; ling, £2.70; large mackerel, £1.60; large ling, 80p; small medium, 60p; small, 45p; pollock, £3.50; large plaice, £5.60; medium, £5.20; small, £3.40; large lemon sole, £5.40; medium, £4.30; small, £2.80; large Dover sole, £18.60; medium, £18.00; small, £4; squid, £5; monkfish, £11.70; large ray, £4.30; medium, £3; small, £2.40; cod, £3.70; haddock, £4.10; gurnard, 90p; large conger eel, £1.50; medium, £1; small, 80p; large hake, £8.80; medium, 25; small, £3.70; large brill, £8; large John Dory, £1; medium, £2.50; small, £1.60; large dogfish, £1.70; medium, £1.20; small, 70p; per stone.

FLEETWOOD
Prices: English shell cod, £25/£48; plaice, £22/£41; haddock, £23/£42; ling, £28/£30; megrim, £11/£17; lemon sole, £15/£24; hake, £89; codling, £15/£24; dogfish, £7/£12; monkfish, £24/£29; roker, £2/£30; whiting, £8/£15; gurnard, £7/£14; turbot, £70/£140; Dover sole, £111/£280; brill, £30/£40; per 10 at kil.

ABERDEEN
340 tonnes from 14 boats. Prices (North Sea): mackerel, £4/28.40; cod, £21/£26; large codling, £23/£28; medium, £25.50/£37; small, £20/£27.60; ling, £21.50; large haddock, £24/£26; medium, £21.50/£23; small, £19/£22.80; lemon sole, £19.20/£44; plaice, £22.50/£37; (Faroe Island): large codling, £26.80/£32; medium, £25/£28; small, £21/£24; cur; salmon, £1.55/£2.42; per lb.

FRASERBURGH
1,200 boxes. Prices: selected lemon sole, £1.80/£4; skate, £3.80/£3.80; small prawn, £12/£19; medium, £18/£22; per stone; large haddock, £19/£23; medium, £15/£18; small, £8/£12; round whiting, £4/28; monkfish, £28/£31; per box.

BRIXHAM
Prices: large plaice, £1.20/£3.80; turbot, £11; lemon sole, £7.60; small, £17.40; tongue, £9;

LOWESTOFT
214,511: *St. Mark*, East Coast (Sk. J. Kelly), 569 k, NS, 12 days.
212,056: *Boston Coronet*, Boston (Sk. W. Barnard), 429 k, NS, 12 days.
211,777: *Boston Sea King*, Boston (Sk. P. Meen), 451 k, NS, 10 days.
211,604: *St. Thomas*, East Coast (Sk. J. Ketteringham), 414 k, NS, 10 days.
210,271: *St. Patrick*, East Coast (Sk. F. Elsom), 410 k, NS, 12 days.
210,053: *Boston Wasp*, Boston (Sk. R. Studd), 325 k, NS, 11 days.

NORTH SHIELDS
216,090: *Ben Edra*, Irvin (Sk. R. Palmer), 761k, NS, 12 days.
215,750: *Ben Glas*, Irvin (Sk. W. S. Shearer), 797k, NS, 11 days.
215,522: *Bishop Burton*, Newington (Sk. T. Fairley), 207k, NS, 5 days.
214,800: *Lithian Rose*, Irvin (Sk. R. Clark), 282k, NS, 3 days.
214,787: *Starella*, Irvin (Sk. T. Johnson), 210k, NS, 3 days.
214,712: *Burton Constable*, Newington (Sk. S. Leighton), 169k, NS, 6 days.

MILFORD HAVEN
214,365: *Bryher*, Norrad (Sk. A. James), 198 k, 13 days.
214,268: *Jadestar Gypsy*, Jones (Sk. J. Brodie), 183 k, 13 days.
214,765: *Rosevear*, Norrad (Sk. A. Simpson), 144 k, 13 days.
212,886: *Silver Spruce*, Irish vessel, 97 k.

GRANTON
213,933: *Arctic Crusader*, Liston (Sk. P. Wanless), 626 k, NS, 12 days.

KEY: BI Bear Island; BS Barents Sea; DV Distant water; F Faroe Islands; G Greenland; HW Home water; I Island; IS Irish Sea; NC New Caledonia; NFL Newfoundland; NS North Sea; R Rockall; S Shetland; W Western Isles; WC West Coast; WS White Sea. Sk Skipper; k kits; c cwt; kg kilo.

BILLINGSGATE

ON TUESDAY 185 tons were delivered. Average selling prices on merchant's stalls: salmon, English and Scotch, £1.30/£2.20; grilse, Scotch, £1.20/£1.50; salmon trout, £1.10/£1.50; rainbow trout, 50p/70p; soles, tongues, 40p/50p; slaps, 60p/75p; medium, 80p/£1.75; large, £1.30/£1.40; gels, 50p/80p; foreign smoked salmon, 25p per lb; large turbot, £15.40/£16.10; medium, £7.70/£9.10; small, £5.60/£7; large brill, £6.30/£7.70; medium, £4.90/£5.40; small, £2.10/£2.80; Danish plaice, 1lb, £4.50/£4.80; large halibut, £11.20/£12.60; medium, £13.30/£16.80; small, £7.70/£10.50; selected lemon sole, £14/£16; large, £13/£15; small, £12/£15; headless home water cod, £8.80/£9.70; fillets, shell cod, £8.60/£9.80; breann, £10.60/£11; codfish, £4/£4.50; haddock, £2/£2.50; selected whiting, £2/£2.50; small, £1.40/£2.50; large, English dogfish, £5.50/£6.80; small, £3.50/£4.50; mackerel, £2.50/£3.20; fresh herring, £1.50/£2; London cured dry haddock, £8.50; golden rules, £1/£1.20; herring, £1/£1.20; £4/£5.50; large conger eel, £2/£2.80; monkfish (skinned), £8.50/£9.50; bass, £18.20/£19.80; grey mullet, £4.80/£5.80; squid, £7/£8.50; large roker, £5.80/£6.80; medium, £4.60/£5.40; small, £2/£2.50; per stone.

SHELLFISH
SHRIMP: lobsters, £2/£2.50; unsorted, £1.50/£1.80; crabs over 1lb, 35p/45p; under 3lb, 20p/25p; small, unsorted, 10p/12p; prawns, 50p/80p; per lb; winkles, Irish, 15p per cwt; whelks, 4; per bushel; shrimps, brown, £1/£1.60; English cockles, £1.80/£2; per gallon.

FROZEN FISH
SCAMPI, £1.10/£2.85; snappers, 35p; hui saam, 43p; barbot, 62p; wing for, 43p; per lb; plaice, £7/£7.84; cod, £7/£7; haddock, 28; squid, £5.80; kipper, £5.10; per stone.

HERRING REPORT

THURSDAY, AUGUST 11
Ayr: 12 trawlers, 50 tonnes; homemarket at £38/£43.50. Mostly large full fish 170/250 per 50kg.
Turbot: 10 trawlers, 10 tonnes; homemarket at £43.40. Full fish, hand-selected, 150/180 and 240/280 per 50kg.
Mallaig: five trawlers, 37 tonnes; homemarket at £40.20/£44.00. Uniform to slightly mixed in size at £50.80; klondyking, 16 tonnes at £33.70/£34.50. Uniform to slightly mixed in size. 270/440 per 50kg. Additional 26 tonnes expected.
Ullapool: five trawlers, 23 tonnes; one purser, 14 tonnes; homemarket at £15/£48.50. Regular to mixed in size full, 250/440 per 50kg. Additional 26 tonnes expected.
Stornoway: three trawlers, seven tonnes; homemarket at £35/£37.80. Uniform fulls 280/280 per 50kg.
Lerwick: three pursers, 49 tonnes; homemarket, 30 tonnes at £35/£37.80; klondyking, 16 tonnes at £33.70/£34.50; curing, four tonnes at £33.70/£34.50. Large fulls, 215 per 50kg.

FRIDAY, AUGUST 12
Mallaig: two trawlers, nine tonnes; klondyking at £40/£42.50. Uniform fulls, 260 per 50kg.
Ullapool: nine trawlers, 77 tonnes; homemarket, 62 tonnes at £35/£40.40; klondyking, 26 tonnes at £44.50. Uniform to slightly mixed in size, 280/290 per 50kg.
Stornoway: three trawlers, two tonnes; homemarket at £40/£42.50. Slightly mixed in size fulls, 260/800 per 50kg.

WEDNESDAY, AUGUST 11
Ayr: 12 trawlers, 30 tonnes; homemarket at £37/£47.70. Mostly large fulls, 170/250 per 50kg.
Turbot: 10 trawlers, 14 tonnes; homemarket at £44/£44.50. Full fish, hand-selected, 150/180 and 240/280 per 50kg.
Mallaig: two trawlers, 40 tonnes; homemarket, 34 tonnes at £35/£37.80; klondyking, 16 tonnes at £33.70/£34.50. Uniform to slightly mixed in size, 270/440 per 50kg.
Ullapool: two trawlers, 14 tonnes; homemarket, 12 tonnes at £35/£37.80; klondyking, 16 tonnes at £33.70/£34.50. Uniform to slightly mixed in size, 270/440 per 50kg.


It's our fish we're trying to protect

SIR, There is need for an immediate response through your weekly publication to answer a leading article in the July issue of your sister monthly, *Fishing News International*, which seeks to find some merit in the British Government's proposal to the EEC for a "dominant preference" as an alternative to an exclusive 50-mile zone for coastal states.

We would repeat the view we have already publicly stated that there is no alternative to an exclusive 50-mile zone. Without re-stating the British industry's case (which is summarised in the *Fishing News International* leader itself) in verbatim quotations from White Fish Authority chairman Charles Meek, we must take issue on what appears to be a misrepresentation of our objectives. If we might, with respect, broaden *Fishing News International's* horizons, it is resources that are the basis of our long opposition to the CFP. First, that natural indigenous resources (the fish) in our own maritime waters which we wish to see conserved and restored for the benefit of the rest of the EEC as well as ourselves. Second, the material and human resources which, over the centuries, has been built up to efficiently utilise that natural resource for the benefit of the British people. In respect of the latter resource, your sister journal has regrettably overlooked one vital word which has long been part of our vocabulary — restructuring. While quite properly noting Britain's right to be recompensed for her losses in distant waters, FNI over-simplifies that into an argument that we are merely seeking to "make room" for big ships displaced from distant waters. The record already denies that. The drastic reduction in the size of the deep-sea fleet in the past two years has been occasioned by vessels going out of British fishing (mainly to the scrapyard) and, in that context, it should be noted that Britain alone has been forced to make the sacrifice that, in all justice, the acknowledged over-capacity in North Atlantic fishing demands from all fishing nations. Restructuring, to us, is the redeployment of that human

ships around the 80ft. mark suitable for the North Sea and near waters and, the sturdier stern trawlers for the harsher sea and weather conditions on the edge of the Continental shelf around our islands. The ships are but a small part of the problem. It's the resources that matter and it's those we are fighting for. While we share FNI's doubts about the EEC Commission's experience and managerial ability on fisheries, the political considerations remain the overriding factor. So long as our partners remain motivated primarily by national greed and short-term opportunism (the principal motivations behind the CFP in the first place), so will our conviction remain that a 50-mile exclusive zone is the only sure way of protecting, conserving and restoring our resources. M. H. BURTON, President, British Fishing Federation, Hull.

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WHELK BOAT

Continued from page 5
power. The engine will then be boxed in.
The gearbox has been retained so that a low gear is available, David Cox told *Fishing News*. Whelk pots must be lifted directly upwards or the catch can spill out of the pots.
Hydraulic haulers have been tried, but they can't be worked off the main engine as they can't be run slowly enough, he said.
Four Brothers will fish 240 traditional pots with cast-iron frames made by a local blacksmith. They are worked in shanks of 40 and she will be able to carry three shanks aboard, making her operations more flexible than with the old lifeboat.
Pots are laid up to about 20 miles offshore in a maximum of ten fathoms of water. At present the gear is about 18 miles off.
We don't use plastic pots as they do not catch 'rubbish' — starfish and hermit crabs — and so do not keep the grounds clean, said David Cox.
"We do work in some rough weather and you can get caught out so far off," David Cox said. "And Wells can be a nasty harbour to get into."
"The new boat has 1 ft. more draft, so she should lay on the gear better."
"She's a fine little craft. A good job for the price," he said.
Four Brothers is joining six other active whelk boats at Wells which, together, provide over half the whelks consumed in Great Britain.
Their old boat *Howard D* is up for sale. A single-screw 35 ft. *Liverpool*-class lifeboat, she began life in the Channel Islands and was 'captured' by the Germans.
Are the Cox's sad about breaking a link with the past? Alan Cox said: "Yes, of course, but at least we can enjoy the comforts of a wheelhouse. The old lifeboats were all open — no joke fishing 12-months of the year in the North Sea!"

50 years ago

AUGUST 20, 1927
GRIMSBY chief engineer in court for stealing soap from his trawler *Meror*. Case was dismissed after he said the soap, supplied by the owners, was so coarse it took the skin off face and arms.

ABERDEEN'S Hall Russell shipyard builds 203-footer for French trawling firm. She has a crew of 36 and will fish off Newfoundland.

WORK starts on sea defence work at Fleetwood. The port will have the longest seaboard promenade and coast road in the world — 12 miles.

SCARBOROUGH fisherman given 14 days jail, for disobeying a lawful command to proceed to sea aboard a steam trawler.

'LONE Sea Rover' Captain Thomas Drake arrives at Dover after 20,000-mile and two-year voyage in his 35-footer *The Pilgrim*.

BATHER in Irish lake wrestles with 30lb. pike which attacked his feet. Crowd watches as he carries his catch ashore.

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